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Message Text

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UNCLAS STATE 120996

FOR LEITZELL, USLOSDEL, FROM HODSOLL

FOLLOWING REPEAT LONDON 8541 ACTION DEPT TRANSPORTATION INFO SECSTATE USIA DTD 23 MAY

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UNCLAS LONDON 8541

DEPT. OF TRANSPORATION FOR PRESS OFFICE; USIA FOR IPS/PE

E.O. 11652: N/A
SUBJECT: PRESS CONFERENCE BY U.S. TRANSPORATION SECRETARY,
BROCK ADAMS, AMERICAN EMBASSY, LONDON, MAY 23RD, 1977.

ADAMS: GOOD MORNING. IT IS A PLEASURE TO BE HERE THIS MORNING. THE PURPOSE OF MY TRIP TO LONDON IS TO ADDRESS IMCO (INTER-GOVERNMENTAL MARITIME CONSULTATIVE ORGANIZATION) WHICH HAS HEADQUARTERS HERE AND TO DELIVER TO THAT GROUP WHICH BASICALLY DETERMINES INTERNATIONAL MARITIME CONSULTIVE OPERATIONS PRESIDENT CARTER'S INITIATIVES ON WHAT SHOULD BE DONE WITH REGARDS TO OIL TANKERS BOTH AS REGARDS CONSTRUCTION OF NEW TANKERS, CREW AND MANNING STANDARDS FOR THOSE PRESENTLY UNCLASSIFIED

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IN EXISTENCE AND TO INDICATE MOST FORCEFULLY THE UNITED STATES DESIRE THAT WE HAVE AN INTERNATIONAL CONVENTION DURING BOTH THE LATTER PART OF 1977 AND INTO 1978 THAT WILL ADDRESS THE PROBLEM OF THE PREVENTION OF OIL SPILLS THROUGHOUT THE ENTIRE WORLD AND TO INDICATE THAT WE HAVE TAKEN ACTION IN THE UNITED STATES BOTH TO INSPECT ALL FOREIGN TANKERS AS WELL AS AMERICAN TANKERS COMING INTO UNITED STATES PORTS, THAT WE ARE PREPARED IF WE CANNOT OBTAIN INTERNATIONAL AGREEMENT TO PROCEED WITH UNILATERAL ACTION. WE HOPE TO AVOID THAT BECAUSE WE BELIEVE THAT IT IS AN INTERNATIONAL PROBLEM, BUT SINCE 16TH DECEMBER

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LAST YEAR WE HAVE HAD 15 SEPARATE INCIDENTS, INCLUDING A MAJOR EXPLOSION IN LOS ANGELES HARBOR, THE ARGO MERCHANT OIL SPILL AS WELL AS MANY OTHER VERY DIFFICULT MARITIME PROBLEMS THAT WE FELT MUST BE ADDRESSED. THEREFORE, I CAME TO BE VERY CERTAIN THAT THE AMERICAN POSITION WAS STATED. I CAME AS THE PRESIDENT'S PERSONAL REPRESENTATIVE, HIS SECRETARY OF TRANSPORTATION DEALING WITH THIS MATTER. WE WILL LEAVE HERE IN LOX#NSZBAH#A TECHNICAL GROUP AND LATER WE WILL HAVE TRAVELLING TO THE VARIOUS CAPITALS OF THE NATIONS INVOLVED IN THE MARITIME TRADE AS WELL AS THOSE NATIONS INVOLVED IN THE RECEIPT OF OIL TO BE CERTAIN THAT OUR PROPOSALS ARE UNDERSTOOD THAT WE WISH TO NEGOTIATE IN GOOD FAITH AND THAT WE ARE VERY HOPEFUL THAT WE WILL BE ABLE TO ACHIEVE A SOLUTION ON CREW AND MANNING STANDARDS BY 1978 AND WITH REGARD TO NEW CONSTRUCTION STANDARDS THAT THEY GO INTO EFFECT PROMPTLY. WE ALSO HAVE ASKED THAT THERE BE A SYSTEM ESTABLISHED ON EXISTING TANKERS TO BE CERTAIN BOTH THROUGH INERT GAS, PROTECTION SYSTEMS AND SEGREGATED BALLAST, THAT WE BOTH PREVENT ACCIDENTS AT SEA AS WELL AS PREVENTION OF DISCHARGE OF OIL AND OTHER MATERIALS IN THE PORTS. I WOULD JUST CLOSE BY SAYING THIS IS OF GREAT IMPORTANCE TO THE UNITED STATES AND THAT THE ENTRIES TO OUR PORTS ARE SMALL. WE ARE NOT ABLE GENERALLY ON THE EAST COAST TO HANDLE ANY LARGER THAN 90,000 DEADWEIGHT TONS, AND WE THEREFORE ARE FACED WITH THE PARTICULAR PROBLEM UNTIL DEEPWATER PORTS ARE ESTABLISHED - AND WE ARE TRYING TO DO THAT IN THE UNITED STATES -- THAT WE RECEIVE VESSELS
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OF SMALLER SIZE THAT TEND TO BE OLD AND ARE THEREFORE A GREAT DEAL MORE DANGEROUS THAN THE VESSELS THAT MAY PLY THE TRADE OF OTHER NATIONS. WE ARE GRATEFUL FOR THE RECEPTION WE RECEIVED THIS MORNING. I THINK IT WAS VERY FAVORABLE, THAT MOST NATIONS NOW RECOGNISE THAT THE WHOLE THRUST OF COMMERCE IN THE UNITED STATES AS WELL AS THE WORLD HAS CHANGED GREATLY. THE AMOUNT OF OIL BEING TRANSPORTED IS NOW SOMETHING THAT NO ONE WOULD HAVE DREAMED OF TEN YEARS AGO, AND IN THE CASE OF THE UNITED STATES WE HAD NO IDEA THAT THE IMPORTATION WOULD BE OF THE ENORMOUS SIZE AND THAT WE THEREFORE MUST IMPROVE OUR SYSTEM. NOW I WOULD BE MOST HAPPY TO ANSWER YOUR QUESTIONS WITH REGARD BOTH TO IMCO AND THE MARITIME STANDARDS, OR TO ANY OTHER SUBJECT THAT YOU MAY WISH TO ADDRESS.

QUESTION WAS ASKED ON WHETHER A NEW BERMUDA AGREEMENT CAN BE REACHED BEFORE ANY FIRM ASSURANCE IS GIVEN ON THE FUTURE OF CONCORDE.

ADAMS: WE ARE PREPARED THAT IF WE CAN ARRIVE AT AN AGREEMENT BETWEEN THE UNITED KINGDOM AND THE UNITED STATES, TO HAVE THAT INITIALLED AND AWAIT THE OUTCOME OF THE RULE-MAKING WHICH I MUST PROCEED WITH ON STANDARDS REGARDING THE SUPERSONIC TRANSPORTS. WE DO NOT HAVE IN THE UNITED STATES AT THE PRESENT TIME A UNIFORM STANDARD THAT

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HAS BEEN ESTABLISHED FOR THE FLYING OF SUPERSONIC TRANSPORTS
WITH REGARD TO NOISE, OTHER THAN SUPERSONIC NOISE WHICH HAS
BEEN PROHIBITED, AND THEREFORE THAT MUST PROCEED. I CANNOT
PROCEED WITH THE FINISHING OF THAT RULE-MAKING UNTIL WE HAVE
COMPLETED THE TEST PERIOD THAT THE FEDERAL GOVERNMENT
AUTHORISED IN WASHINGTON D.C. IN THE DULLES AREA WHICH WILL
BE COMPLETED IN SEPTEMBER. I HAVE HOWEVER INSTRUCTED THE
DEPARTMENT OF TRANSPORTATION TO PROCEED WITH ALL OF THE OTHER
WORK THAT IS REQUIRED BOTH FOR AIR WORTHINESS CERTIFICATE AND
FOR THE ESTABLISHMENT OF A UNIFORM RULE TO BE APPLIED THROUGH-
OUT THE UNITED STATES WITH REGARD TO OPERATING CHARACTERISTICS
FOR THE AIRCRAFT AND IF HE (PATRICK SHOVELTON, HEAD U.K.
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DELEGATION IN CIVIL AVIATION TALKS) IS CONCERNED ABOUT THE
INTERIM PERIOD THAT MIGHT OCCUR BETWEEN THOSE TWO I THINK
WE CAN WORK THAT OUT, SO THAT IF THE AGREEMENT CAN BE REACHED
WE ARE CERTAINLY WILLING TO LET IT STAND IN ABEYANCE UNTIL
THERE HAS BEEN A RESOLUTION OF THE ISSUE OF THE CONCORDE.

QUESTION ON THE TIMETABLE ENVISAGED BY THE U.S. FOR IMCO TO
WORK OUT AN INTERNATIONAL AGREEMENT ON THE MARITIME ISSUES.

ADAMS: ARE YOU REFERRING NOW TO THE CREW STANDARDS, TO
THE CONSTRUCTION STANDARDS? I CAN TELL YOU THE TIMETABLE WE
HAVE PROPOSED TO IMCO. THE TIMETABLE IS THAT WE WOULD HAVE
PREPARED DURING THE IMMEDIATE MEETINGS THAT ARE TAKING PLACE
A SCHEDULE THAT WOULD INVOLVE A MEETING OF IMCO ON CONSTRUCTION
STANDARDS, INSPECTION AND CERTIFICATION IN FEBRUARY 1978,
AND ONE ON CREW STANDARDS AND TRAINING IN JUNE 1978, SO WE
ARE LOOKING TOWARD THE PRODUCTION OF PROPOSALS TO BE PRESENTED
INTERNATIONALLY THROUGH IMCO DURING 1978 WITH WORK SCHEDULES
PROPOSED BY THE INDIVIDUAL TECHNICAL COMMITTEES STARTING THIS
SUMMER, GOING THROUGH THE FALL AND CULMINATING IN THESE DATES.

QUESTION AS TO WHETHER THE UNITED STATES WOULD WAIT FOR
IMCO'S INTERNATIONAL PROPOSALS BEFORE PROCEEDING WITH
DOMESTIC LEGISLATION.

ADAMS: THAT IS CORRECT. THAT IS WHAT I DELIVERED AS A
MESSAGE THIS MORNING. THE QUESTION WAS WOULD WE WAIT
FOR IMPLEMENTATION OF ANY UNILATERAL STANDARDS UNTIL THERE
HAS BEEN AN OPPORTUNITY FOR THE INTERNATIONAL CONSULTIVE
ORGANIZATION TO WORK AND MAKE PROPOSALS AND THE ANSWER IS
"YES". WE HAVE HANDLED THAT IN THIS FASHION. WE HAVE
ISSUED IN THE DEPARTMENT OF TRANSPORTATION THROUGH THE COAST
GUARD A PROPOSED SET OF NEW RULES. THE EFFECT OF THIS IS TO
MAKE A PROPOSAL INTERNATIONALLY AS TO WHAT WE THINK SHOULD BE
DONE, AND TO START THE DOMESTIC PROCESS OF RULE-MAKING RUNNING
THROUGH THE CONSIDERABLE PERIOD THAT IT TAKES OF COMMENT,
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PUBLIC HEARING AND SO ON. AND WE WILL NOT PROCEED AND COMPLETE ANY DOMESTIC RULES UNTIL THERE HAS BEEN A N OPPORTUNITY FOR INTERNATIONAL ACTION AND IF THE PRESIDENT IS SATISFIED THAT THE INTERNATIONAL ACTION HAS MOVED SUFFICIENTLY TO GIVE US PROTECTION THEN WE WILL TAILOR OUR RULES TO IT. IF IT DOES NOT, THEN WE RESERVE THE RIGHT TO PROCEED AFTER THE INTERNATIONAL NEGOTIATION HAS TAKEN PLACE, BUT NOT WAITING AN INDEFINITE PERIOD OF TIME. I STRESSED THAT THIS MORNING THAT WE CANNOT WAIT AS HAS HAPPENED IN TIMES IN THE PAST FOR ALMOST A DECADE TO PASS. WE MUST HAVE IMMEDIATE ACTION. WE WOULD THEN PROCEED IF WE COULD NOT GET INTERNATIONAL AGREEMENTS WITH INDIVIDUAL RULES ON ENTRY INTO OUR PORTS.

QUESTION RETURNED TO THE SUBJECT OF CONCORDE, AS TO WHY THE UNITED STATES WOULD BE WILLING TO SIGN AN AGREEMENT ON AIR ROUTES (BERMUDA) CONTINGENT ON THE OUTCOME OF THE CONCORDE ISSUE IN SEPTEMBER.

ADAMS: WELL, WE WOULD BE WILLING TO SIGN ONE WHICH WAS CONTINGENT ON THE DECISION - AND I CANNOT PREJUDGE THAT DECEMBER BECAUSE I SIT ALMOST AS A JUDGE IN THAT MATTER - AND IF IT CAME OUT IN A FASHION THAT THE UNITED KINGDOM DID NOT APPROVE OF THE FINAL DECISION MADE, THEN HAVING ONLY INITIALLED THE AGREEMENT THEY WOULD HAVE THE OPPORTUNITY TO WITHDRAW FROM IT. IF THEY WERE SATISFIED WITH IT THEN THE INITIALLING WOULD PROCEED THROUGH THE FORMAL STAGE OF SIGNING OF THE AGREEMENT AND PUTTING IT BEFORE THE RESPECTIVE BODIES FOR APPROPRIATE RATIFICATION. SO WHAT I AM SAYING IS THAT IT IS NOT NECESSARY TO HOLD UP THE ESTABLISHMENT OF A NEW AGREEMENT PENDING RESOLUTION OF CONCORDE. IT CAN BE MADE CONDITIONAL IN THAT FASHION AND THAT IS VERY IMPORTANT BECAUSE THE ESTABLISHMENT OF A NEW AGREEMENT BETWEEN THE UNITED KINGDOM AND THE UNITED STATES MUST BE DONE PRIOR TO JUNE 22ND OF THIS YEAR, BECAUSE THE RENUNCIATION BY THE UNITED KINGDOM OF THAT TREATY WHICH WAS DONE JUNE 22ND A YEAR AGO BECOMES EFFECTIVE JUNE 22ND OF THIS YEAR AND THERE IS THE POTENTIAL OF CESSATION OF SERVICE AT THIS UNCLASSIFIED

POINT BETWEEN THE TWO COUNTRIES IF A NEW TREATY IS NOT SIGNED, AND THEREFORE.....EITHER SIGNED OR AN AGREEMENT BETWEEN THE TWO CONTIGENT ONLY UPON SOMETHING SUCH AS CONCORDE BEING ESTABLISHED PRIOR TO THAT DATE. SO I DO NOT WANT THAT TO HOLD UP THAT AGREEMENT AND THE PROPOSAL. INCIDENTALLY WE ANTICIPATE THAT IF WE DO NOT HAVE ACTION - AND I HAVE DISCUSSED THIS MATTER WITH AMBASSADOR BOYD - IF WE DO NOT HAVE A PROPOSAL THAT LOOKS AS THOUGH WE WILL HAVE AGREEMENT BY JUNE 2ND, THEN THE WHOLE THING MAY STOP AT THAT POINT. WE DO NOT WANT TO GO TO THE ELEVENTH HOUR OF THE NIGHT OF JUNE 21ST, WITH CARRIERS AND PEOPLE NOT KNOWING WHAT WOULD HAPPEN THE NEXT DAY, SO WE HAVE STATED THAT BY JUNE 2ND WE WANT TO KNOW WHETHER OR NOT THERE IS

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GOING TO BE AN AGREEMENT.

QUESTION ASKING FOR CONFIRMATION THAT IF THERE WERE NOT AN AGREEMENT SERVICES WOULD CEASE AS OF JUNE 22ND.

ADAMS: THAT IS CORRECT. THAT IS A VERY REALISTIC POSSIBILITY AT THIS POINT. WE HAVE SO INFORMED THE REPRESENTATIVES OF THE UNITED KINGDOM. THEY HAD MADE ALTERNATIVE APPROACHES AS TO HOW THEY MIGHT HANDLE THEIR SERVICE AND SO HAVE OUR MAJOR CARRIERS BY FILING THE APPROPRIATE NOTICES IN THE EVENT IT HAPPENS. I WANT TO STRESS WE DO NOT WANT TO HAVE CESSATION OCCUR. WE WANT TO HAVE AN AGREEMENT AND THAT I WHY I MADE THE REMARKS I DID WITH REGARD TO TRYING TO GIVE ASSURANCE THAT THAT AGREEMENT CAN BE SIGNED WITHOUT FINALISATION OF THE ACTION ON CONCORDE, BECAUSE I SIMPLY CANNOT COMPLETE ACTION ON EITHER CONCORDE BY JUNE 22ND, EITHER FAVOURABLY OR UNFAVORABLY.

QUESTION ASKED THAT SINCE THE ISSUE OF CONCORDE CANNOT BE WRITTEN INTO THE BERMUDA AGREEMENT, WAS THE U.K. IN EFFECT SAYING THAT IT WOULD NOT SIGN ONE WITHOUT THE OTHER.

ADAMS: I AM HOPEFUL THAT WILL NOT BE THEIR POSITION. I CANNOT CHARACTERISE IT. WHAT WE HAVE OFFERED ON BEHALF OF THE UNITED STATES IS THAT WE WOULD BE WILLING TO HAVE UNCLASSIFIED

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AN AGREEMENT INITIALLED BY BOTH PARTIES AND THEN EACH WOULD RETAIN THEIR RIGHTS WITH REGARD TO CONCORDE SINCE WE CANNOT WRITE IT INTO THE AGREEMENT ITSELF. I AM HOPEFUL THAT THE UNITED KINGDOM WILL TAKE THE POSITION THAT THAT IS A SATISFACTORY WAY TO APPROACH IT.

QUESTION ON WHETHER SERVICES REALLY WILL COME TO A HALT IF NO NEW AGREEMENT IS REACHED BY JUNE 22ND

ADAMS: I DO THINK IT IS GOING TO HAPPEN. I THINK IT'S VERY REALISTIC. I HAVE REPEATEDLY STATED THAT BECAUSE BOTH PARTIES SHOULD WORK TOWARD THE DEADLINE WHICH WAS ESTABLISHED BY THE ORIGINAL TREATY AND WHICH WAS ACTED UPON BY THE UNITED KINGDOM IN THE RENUNCIATION WHICH THEY SERVED UPON US A YEAR AGO AND I THEREFORE DO NOT WANT THE PARTIES THAT ARE INVOLVED IN THE NEGOTIATION OR THE PUBLIC GENERALLY TO BE EXPECTANT THAT THIS MIGHT LIMP ALONG. ANYTHING IS POSSIBLE, BUT THIS IS NOT WHAT, AT LEAST, I EXPECT, WOULD HAPPEN IF WE CANNOT GET AN AGREEMENT IN JUNE.

QUESTION AS TO WHETHER THE U.S. WAS SYMPATHETIC TOWARDS THE BRITISH POLITICAL DILEMMA OF PERHAPS HAVING TO ANNOUNCE A NEW U.K.-U.S. BILATERAL AGREEMENT IN JUNE, AND THEN A SUBSEQUENT LACK OF AGREEMENT ON CONCORDE IN SEPTEMBER.

ADAMS: I SYMPATHISE WITH THAT. THAT IS WHY I HAVE

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INDICATED - AND OUR AMBASSADOR HAS - THAT WE WOULD NOT PUT
THEM IN THAT POSITION, WE WOULD PLACE THEM IN THE POSITION
THAT THEY HAD AGREED UPON THE ISSUES THAT WERE INVOLVED IN
THE U.K.-U. . BILATERALS BUT HAD RESERVED THE RIGHT TO
WITHDRAW FROM THAT IN THE EVENT THAT THEY DID NOT APPROVE
THE RESULT THAT THEY OBTAINED WITH CONCORDE. SO THAT THEY
ARE NOT PLACED IN THE POSITION OF HAVING TO APPROACH
PARLIAMENT AND STATE THAT THEY HAD NOT TAKEN A FIRM STAND
WITH REGARD TO IT. I THINK THAT IS AN APPROPRIATE WAY FOR
USE TO TRY TO HANDLE THE PROBLEM, AND I HOPE THAT IT WILL HANDLE
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THE PROBLEM FOR THEM. THEY HAVE BEEN VERY FIRM ABOUT THEIR
POSITION WITH REGARD TO THIS AND THEREFORE WE HAVE TRIED
TO ACCOMMODATE THEM IN THE NEGOTIATIONS.

QUESTION AS TO WHETHER CONCORDE WAS THE ONLY ISSUE HOLDING
UP A NEW U.K.-U.S. BILATERAL AGREEMENT.

ADAMS: I ONLY MENTIONED CONCORDE AS STANDING IN THE WAY
OF AGREEMENT. I DID NOT MEAN TO GIE THAT IMPRESS AT ALL.
I WAS RESPONDING TO THE QUESTIONS ON CONCORDE.

QUESTION THAT IF THE U.K., WERE TO ACCEPT TEMPORARY
INITIALLY OF A NEW AGREEMENT, WAS CONCORDE THE ONLY ISSUE
STANDING IN THE WAY OF A NEW AGREEMENT, OR WERE THERE
ANY OTHER OBSTACLES.

ADAMS: OH YES, THE BASIC ISSUE WHICH WE HOPE CAN BE
RESOLVED IS THAT THE UNITED STATES HAS IN RESPONSE TO THE
BRITISH RENUNCIATION OF THE TREATY ATTEMPTED AND, I BELIEVE,
HAS MADE MAJOR CONCESSIONS TO THE UNITED KINGDOM ON THE
PROBLEM OF CAPACITY OVER THE NORTHER ATLANTIC, THE MATTER
OF ROUTES, AND THE MATTER OF DESIGNATION. WE HAVE, I BELIEVE,
GONE A LONG WAY, IN FACT, IT SEEMS TO ME THAT WE HAVE MET THE
ORIGINAL OBJECTIONS WITH REGARD TO NQPACITY AND THAT IS WHY
I AM HOPEFUL THAT THERE WILL BE AN AGREEMENT SIGNED OR AT
LEAST INITIALLED VERY PROMPTLY ON IT BECAUSE WE CANNOT GO MUCH
FURTHER. IN OTHER WORDS WE HAVE REPEATEDLY STATED THAT, FOR
EXAMPLE, WE CANNOT GIVE GOVERNMENTAL VETO RIGHTS TO ANOTHER
GOVERNMENT WITH REGARD TO THE CAPACITY, BUT WE ARE VERY
WILLING IN THE PROPOSAL WE HAVE MADE TO SEE THAT IT IS
SCREENED AND THAT THE PROBLEM OF CAPACITY IS ADDRESSED BY
BOTH GOVERNMENTS. AND WE HAVE TRIED TO DO THE SAME, AS I
MENTIONED, WITH BOTH DESIGNATION AND WITH ROUTES. I
CERTAINLY AM NOT HERE TO SECONDGUESS AMBASSADOR BOYD OR

PARTICIPATE IN THE NEGOTIATIONS, BUT WE ARE STRESSING THAT
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WE VERY MUCH WANT TO HAVE THOSE COMPLETED AND ARE HOPEFUL
THAT THEY WILL BE.

QUESTION ON SUPERSONIC TRANSPORTS AS TO WHETHER IT IS
POSSIBLE TO DRAFT RULES WITHOUT TRIAL OF CONCORDE INTO
NEW YORK.

ADAMS: IT IS POSSIBLE. IT IS DIFFICULT FOR US, BUT IT
IS DEFINITELY POSSIBLE. WE HAVE TO USE SIMULISATION RATHER
THAN ACTUAL EXPERIENCE WHEN WE DO THAT. THE REASON FOR
THE SELECTION OF THE TWO DIFFERING AIRPORTS IS THAT THE
CONFIRGURATION AROUND THEM IS VERY DIFFERENT IN TERMS OF
THE PROXIMITY OF HOMES AND THE DISTANCE FROM THE ACTUAL
TAKE-OFF POINT TO WHERE THE NOISE IMPACTS.

WE HAVE, AS I HAVE STATED, NO COMMERCIAL PROBLEMS AT ALL
WITH CONCORDE, THIS IS NOT INVOLVED IN THE UNITED STATES'
POSITION. OUR PROBLEM IS WITH IMPACT ON THE NEIGHBOURING
COMMUNITIES AND IF WE COULD GET THE EXPERIEMTNAL PERIOD
IN NEW YORK WHICH THE FEDERAL GOVERNMENT THERE HAS
AUTHORISED, IT WOULD GIVE US BETTER DATA OF THE DEGREE
TO WHICH NOISE IMPACTS ON CLOSE-IN AIRPORTS. BECAUSE IF
WE CERTIFY FOR NOISE STANDARDS WHICH I FULLY HOPE, AS I
INDICATED BEFORE, WE WILL BE ABLE TO DO PROMPTLY, WE MUST
DEAL IN THE UNITED STATES WITH A GREAT VARIETY OF AIRPORTS.
SOMEONE MENTIONED EARLIER THE DALLAS, FORT WORTH, OR THE
HUSTON AIRPORT. DALLAS, FORT WORTH, AIRPORT IS MORE SIMILAR
TO DULLES. IT IS VERY LARGE WITH ENORMOUS SPACES BETWEEN THE
RUNWAYS AND THE NEIGHBOURING HOUSES. AIRPORTS SUCH AS LOGAN
AND BOSTON, PHIADELPHIA, CHICAGO, YOU HAVE VERY CLOSE-IN
PROXIMITY. SO WE WANTED TO HAVE AN OPPORTUNITY TO TEST THAT
UNDER OUR AVIATION LAWS - AND I SHOULD STRESS THIS AGAIN - I
HAVE GONE AS FAR AS I CAN AND THE PRESIDENT CAN AS A FEDERAL
OFFICIAL. THE DULLES AIRPORT IS CONTROLLED BY THE FEDERAL
GOVERNMENT AND THEREFORE WE WERE ABLE TO OPEN THAT
AIRPORT USING FEDERAL POWERS. THE OTHER AIRPORTS IN THE
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UNITED STATES WITH THE EXCEPTION OF WASHINGTON NATIONAL ARE
OWNED AND CONTROLLED BY EITHER LOCAL GOVERNMENTS, CITIES,
COUNTIES OR STATE GOVERNMENTS WHICH GIVES THEM PROPRIETARY
CONTROL AND THEY EXERCISE THAT PROPRIETARY NOISE CONTROL
SIMLAR TO WHAT HAS BEEN DONE BY THE VARIOUS EUROPEAN COUNTRIES
WHEN THEY HAVE ESTABLISHED CURFEWS OR OTHER FLIGHT PATTERNS
FROM THEIR VARIOUS AIRPORTS BASED UPON THE INDIVIDUAL NEED OF
THAT COUNTRY OR THAT AREA. JUST AS HEATHROW HAS CERTAIN
CURFEW AND ORLY USED TO HAVE, OUR VARIOUS AIRPORTS HAVE
ESTABLISHED PARTICULAR KINDS OF STANDARDS DEPENDING UPON
THE CONFIGURATION AROUND THAT AIRPORT. NOW YOUR SECOND
QUESTION.

QUESTION AS TO WHAT SECRETARY ADAMS MEANT ABOUT THE U.S.

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NOT BEING PREPARED TO WAIT INDEFINITELY FOR IMCO TO WORK
OUT AN INTERNATIONAL AGREEMENT ON MARITIME ISSUES.

ADAMS: I HAVE SUGGESTED BOTH TO IMCO, AND I THINK THE
DELEGATES UNDERSTOOD THAT QUITE CLEARLY. THE RESPONSES
THAT WERE MADE BY OTHER DELEGATES TO THE REMARKS THAT I
MADE ALSO STRESSED THAT POINT. I THINK THIS IS A VERY
IMPORTANT TIME FOR IMCO IN WTHAT IT IS NOW BEING FACED
WITH THE CHALLENGE FOR WHICH IT WAS CREATED, WHICH IS:
CAN THE INTERNATIONAL COMMUNITY ACTUALLY FUNCTION TO
MEET THIS PROBLEM WITHIN THE TIME PERIOD THAT IS REQUIRED
BY ALL OF THE NATIONS INVOLVED? AND ONE OF THE DELEGATES
IN THE RESPONSE THIS MORNING MADE IT CLEAR THAT WHAT WILL
OCCUR IN THIS CASE IF IT IS NOT DECIDED IS VERY SIMILAR
TO WHAT OCCURRED WITH REGARD TO THE FISHING MATTERS WHICH
IS THAT INDIVIDUAL STATES WILL THEN BEGIN TO TAKE UNILATERAL
ACTION AND YOU WILL HAVE A SERIES OF MAYBE PARALLEL BUT
DIFFERING INTERNATIONAL STANDARDS APPLIED UNILATERALLY, AND
THAT IS PRECISELY WHAT IMCO WAS FORMED TO AVOID AND THE
UNITED STATES IS IN EFFECT URGING THEM TO DO WHAT THEY WERE
CHARTERED TO DO. AND I HOPE THEY WILL.

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QUESTION ON WHAT CONTINGENCY PLANS THE UNITED STATES WAS
MAKING IN THE EVENT OF A CESSATION OF SERVICES BETWEEN THE
U.S. AND THE U.K.

ADAMS: THE TYPE OF CONTINGENCY PLANS WOULD BE FOR THE UNITED
STATES TO FLY INTO OTHER PORTS OF ENTRY IN EUROPE EITHER
DUTCH, GERMAN OR FRENCH, IF WE WERE UNABLE TO HAVE AGREEMENTS
FOR LANDING RIGHTS IN THE UNITED KINGDOM. MY UNDERSTANDING
IS THAT THE UNITED KINGDOM WOULD BE ATTEMPTING TO MAKE
ARRANGEMENTS TO LAND IN CANADA IN THE SAME FASHION. I MUST
STRESS AGAIN, WE ARE VERY HOPEFUL THAT THAT CAN BE AVOIDED,
BUT WE HAVE ALREADY PROCEEDED WITH OUR NECESSARY DOMESTIC
APPLICATIONS IN THE SENSE THAT THE AIRLINES INVOLVED HAVE
FILED THOSE WITH OUR APPROPRIATE AUTHORITIES, SO THAT THAT
CAN BE DONE IF IT IS NECESSARY.

THANK YOU ALL VERY MUCH. MILLER UNQTE VANCE

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